

Figure 2-6  
Proposed I-15 Typical Cross Sections: 6 Lane and 8 Lane

NOTE: Each typical cross section contains three possible side treatment configurations: Cut condition (with 2:1 cut slope), Fill condition (with 2:1 fill slope), and Retaining Wall. Each side treatment configuration may or may not have a noise wall. Locations of noise walls are yet to be determined.

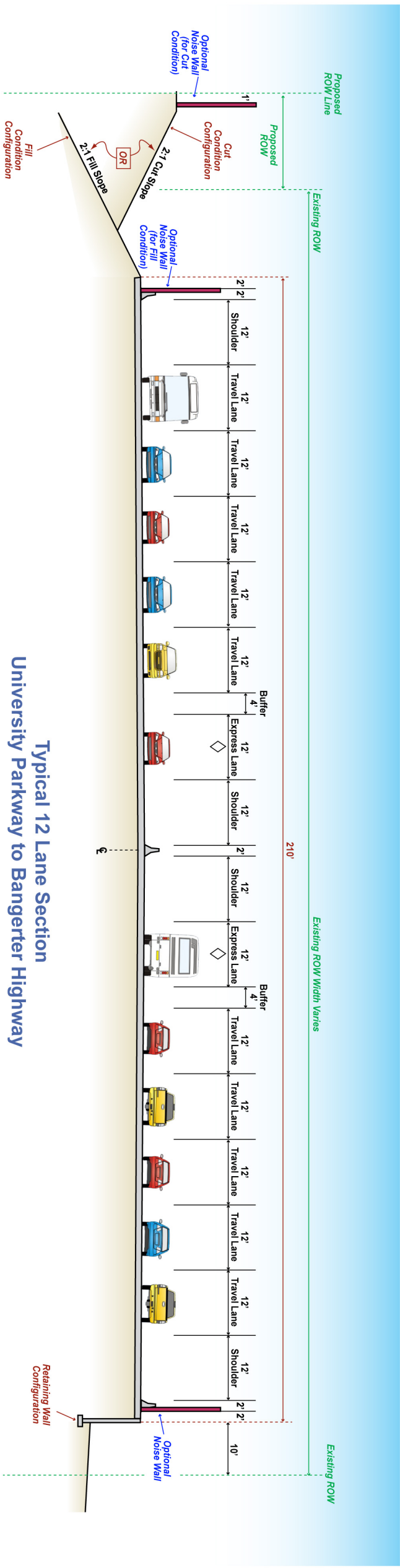
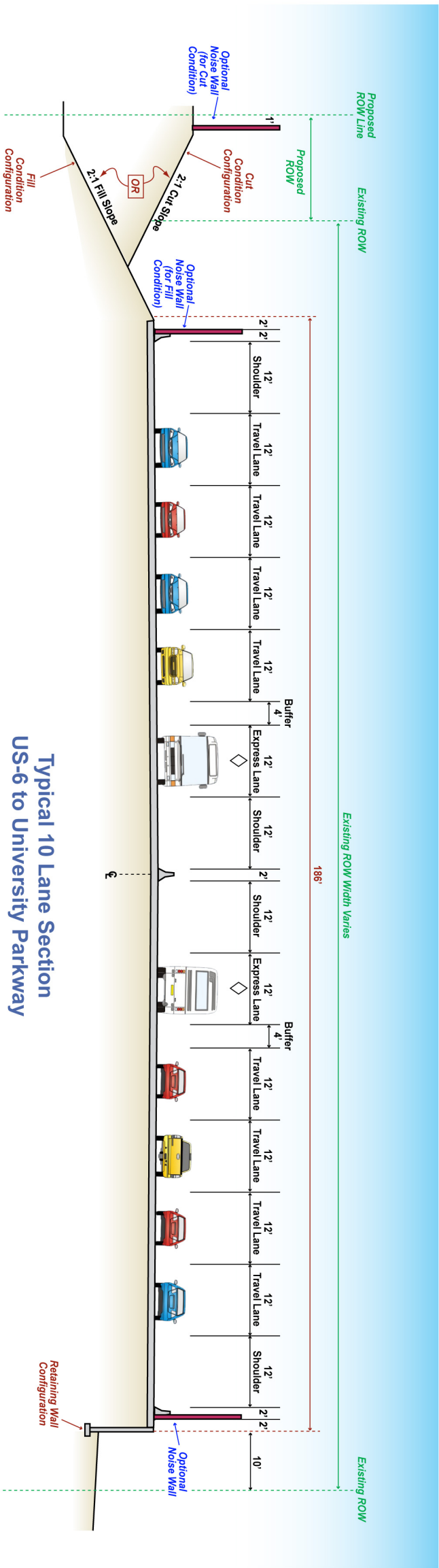


Figure 2-7  
Proposed I-15 Typical Cross Sections: 10 Lane and 12 Lane

NOTE: Each typical cross section contains three possible side treatment configurations: Cut condition (with 2:1 cut slope), Fill condition (with 2:1 fill slope), and Retaining Wall. Each side treatment configuration may or may not have a noise wall. Locations of noise walls are yet to be determined.

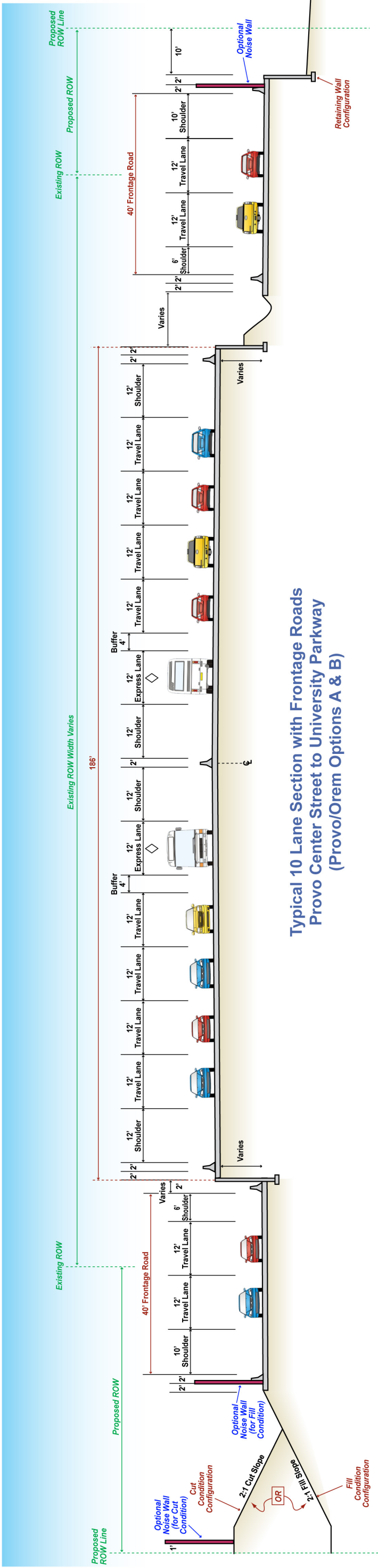


Figure 2-8

Proposed I-15 Typical Cross Section: 10 Lane with Frontage Roads

NOTE: Each typical cross section contains three possible side treatment configurations: Cut condition (with 2:1 cut slope), Fill condition (with 2:1 fill slope), and Retaining Wall. Each side treatment configuration may or may not have a noise wall. Locations of noise walls are yet to be determined.

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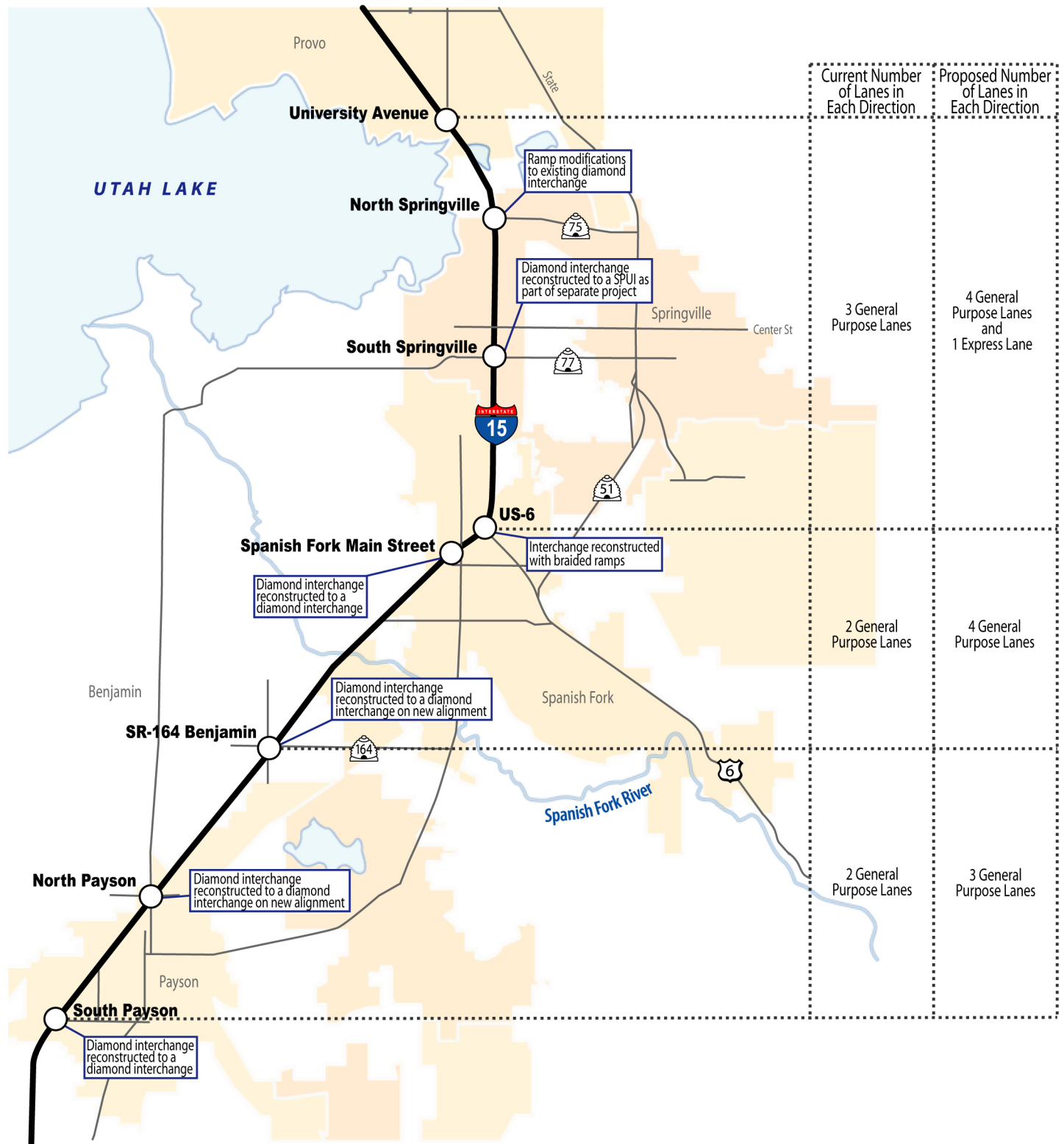


Figure 2-9  
Proposed Improvements: South Utah County Section



### 2.2.1.2 Auxiliary Lane Improvements

A new auxiliary lane would be constructed between the North Springville Interchange (Exit 261) and the South Springville Interchange (Exit 260).

### 2.2.1.3 Interchange Improvements

South Payson (Payson 800 South) – The existing diamond interchange would be reconstructed to a new diamond interchange. The existing interchange ramps, which are typically single-lane ramps, would be widened to two lanes. These additions would add capacity and provide for additional storage. Capacity would also be added to Payson 800 South by widening it to two lanes in each direction. This widening would extend through the interchange and for a short distance on both sides of the interchange prior to transitioning to the existing pavement.

North Payson (SR-115 / Main Street) – The existing diamond interchange would be reconstructed to a new diamond interchange. SR-115 / Main Street, which currently passes under I-15, would be widened to two lanes in each direction and would be realigned and cross over I-15 and the Union Pacific Railroad. The realignment of SR-115 / Main Street would reduce the skew of its crossing with I-15 and correct safety problems associated with the existing interchange ramps and the at-grade railroad crossing. It would also improve the distance between local business access and the interchange ramps. East of I-15, a new connection between SR-115 / Main Street and 900 North would be provided.

SR-164 Benjamin – The existing diamond interchange would be reconstructed to a new diamond interchange. SR-164, which currently crosses under I-15, would be widened to two lanes in each direction and would be realigned and cross over I-15 and the Union Pacific Railroad. The realignment of SR-164 would reduce the skew of its crossing with I-15, improve access to adjacent properties, and correct safety problems associated with the existing interchange ramps and the at-grade railroad crossing.

Spanish Fork (Main Street) – The existing diamond interchange would be reconstructed to a new diamond interchange. Main Street would be widened to two lanes northbound and three lanes southbound. The Main Street ramps would be grade-separated from the ramps of the US-6 interchange.

US-6 – The existing partial cloverleaf interchange would be reconstructed. The existing loop ramps would be replaced with direct connector ramps. Ramps would be grade-separated from the ramps of the Main Street interchange.

South Springville (400 South) – The existing diamond interchange would be reconfigured to a Single Point Urban Interchange (SPUI). A Categorical Exclusion is currently being prepared as a separate project.

North Springville (1400 North) – Ramp modifications would be made to the existing diamond interchange, which has been recently reconstructed. The only work necessary would be at the ramp gores to accommodate a widened I-15 cross-section.

### 2.2.1.4 Bridges / Structures Replacement or Reconstruction

In addition to the structures associated with the interchanges, 13 bridges would be reconstructed in this section:

- Utah Avenue (SR-147) – The I-15 bridge over Utah Avenue would be widened to accommodate the additional I-15 lanes. The opening for Utah Avenue would be designed to accommodate its future width as provided by the MAG Regional Transportation Plan.
- Payson 400 North – The I-15 bridge over Payson 400 North would be widened to accommodate the additional I-15 lanes. The opening for Payson 400 North would be designed to accommodate its future width as provided by the MAG Regional Transportation Plan.
- Box culvert crossing at Bamburger Road in north Payson
- Box culvert crossing at 2200 West in Spanish Fork

- Spanish Fork 7300 South – The existing bridge would be reconstructed over I-15. The bridge would be lengthened to accommodate the additional lanes on I-15 and also be widened to accommodate the future Spanish Fork 7300 South as provided by the Spanish Fork City Master Road Plan (SFCMRP).
- Spanish Fork River – The existing I-15 bridge over the Spanish Fork River would be reconstructed and widened to accommodate the additional lanes on I-15.
- Spanish Fork 6800 South – The existing I-15 bridge over 6800 South would be reconstructed and widened to accommodate the additional lanes on I-15 as well as the SFCMRP for 6800 South.
- UPRR Crossing at Center Street in Spanish Fork – The existing I-15 bridge over UPRR would be reconstructed and widened to accommodate the additional lanes on I-15.
- Spanish Fork 400 North – The existing Spanish Fork 400 North bridge over I-15 would be lengthened to accommodate the additional lanes on I-15 and would be widened to the width needed to accommodate improvements to 400 North as specified in the SFCMRP.
- Spanish Fork 300 West – The existing I-15 bridge over Spanish Fork 300 West would be widened to accommodate the additional lanes on I-15 as well as the SFCMRP width for 300 West.
- Union Pacific Railroad North of US-6 in Spanish Fork – The existing bridges over the Union Pacific Railroad would be reconstructed and widened at two locations to accommodate the additional lanes on I-15.
- Spanish Fork 2700 North – The existing bridge would be reconstructed over I-15. It would be lengthened to accommodate the additional lanes on I-15 and would be widened to accommodate improvements to Spanish Fork 2700 North as specified in the MAG Regional Transportation Plan.

## ***2.2.2 Central Utah County Section (University Avenue Interchange to Pleasant Grove Interchange)***

A summary of the proposed improvements to this section is shown on Figures 2-10 and 2-11.

### **2.2.2.1 Mainline Improvements**

The existing lane configuration in this section is as follows:

- Three general purpose lanes in each direction between the University Avenue Interchange and University Parkway Interchange
- Three general purpose lanes and one express lane in each direction between the University Parkway Interchange and the Pleasant Grove Interchange
- One auxiliary lane in each direction between each interchange from the Orem Center Street Interchange to the Orem 1600 North Interchange

Proposed mainline improvements in this section are as follows:

- One general purpose lane and one express lane in each direction would be added between the University Avenue Interchange and the University Parkway Interchange, resulting in four general purpose lanes and one express lane in each direction. The portion of the mainline between 820 North and 1140 North would be realigned through the existing “S” curves to meet current design standards.
- Two general purpose lanes in each direction would be added between the University Parkway Interchange and the Pleasant Grove Interchange, resulting in five general purpose lanes and one express lane in each direction.

### **2.2.2.2 Auxiliary Lane Improvements**

One auxiliary lane in each direction would be constructed between each interchange from the University Parkway Interchange to the Orem 1600 North Interchange. One southbound auxiliary lane would be constructed between the Provo Center Street Interchange and University Parkway Interchange as part of the Provo/Orem Options C and D.

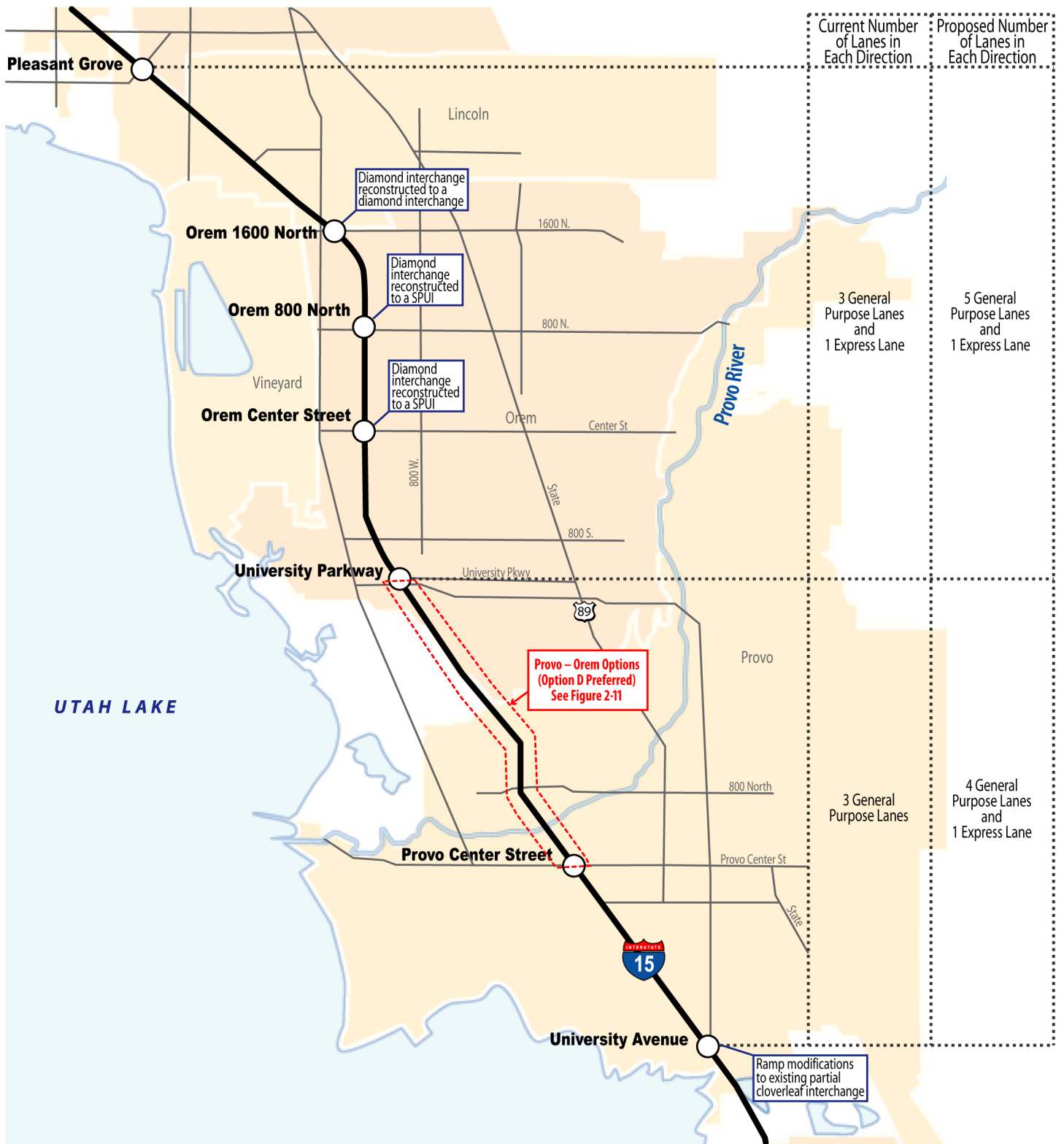
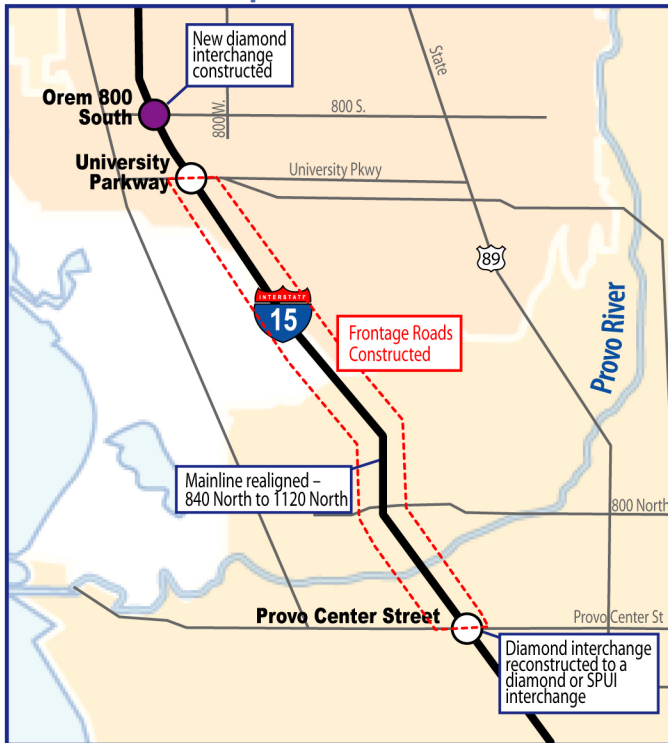


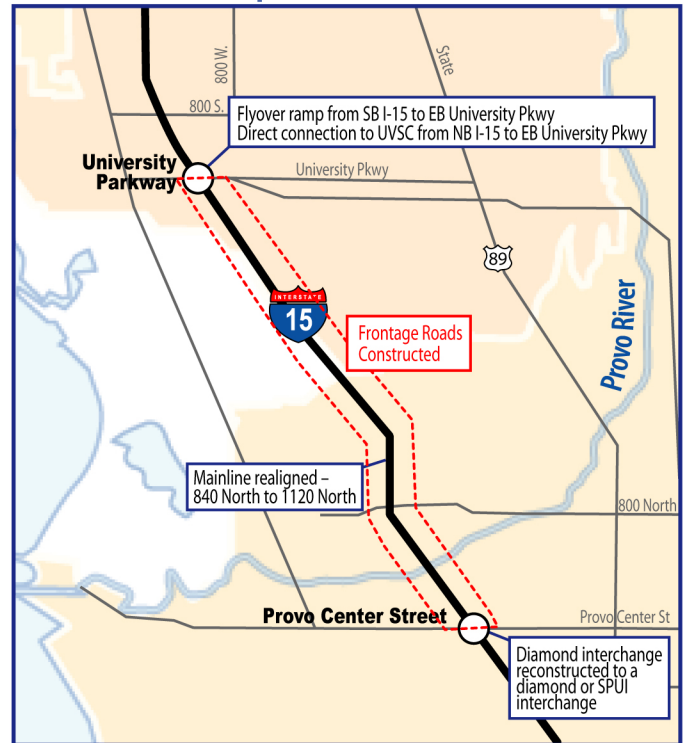
Figure 2-10  
Proposed Improvements: Central Utah County Section



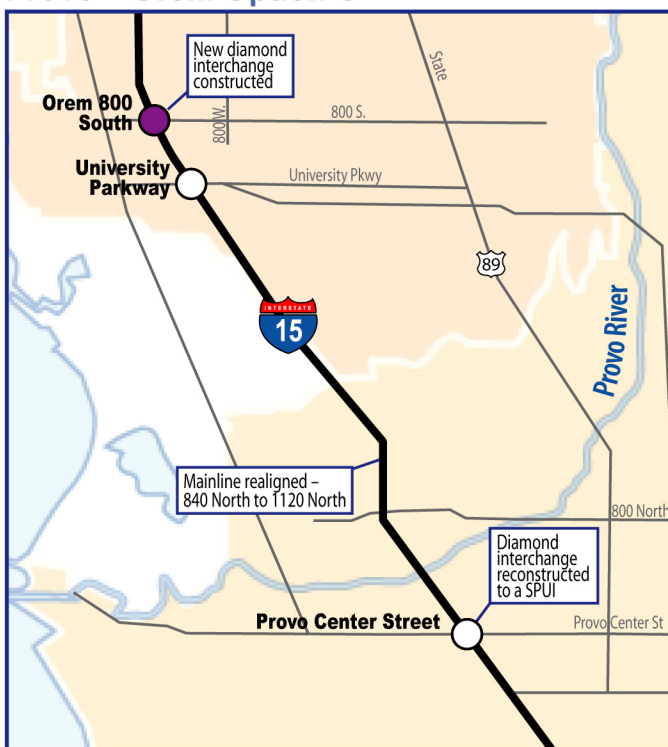
## Provo – Orem Option A



## Provo – Orem Option B



## Provo – Orem Option C



## Provo – Orem Option D (Preferred)

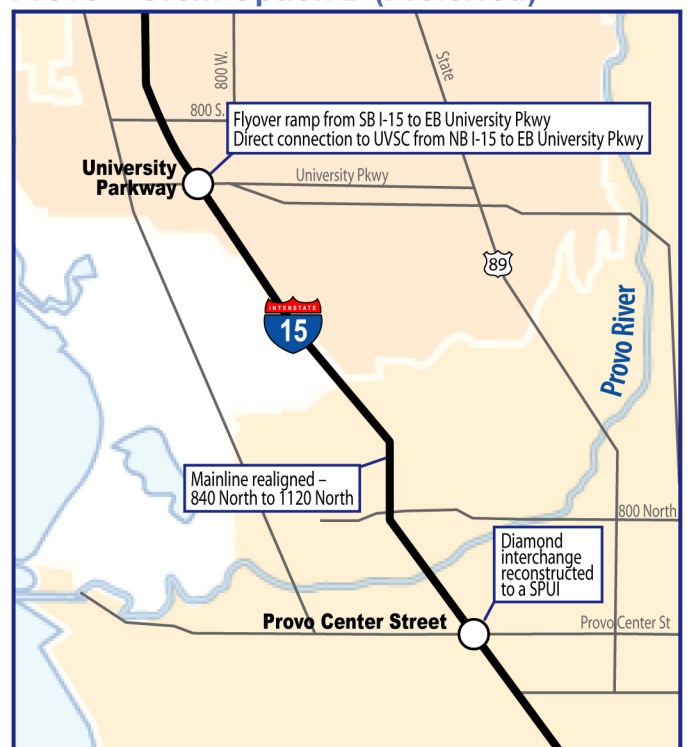


Figure 2-11

## Proposed Improvements: Provo – Orem Options

LEGEND:

- Proposed Interchange
- Existing Interchange



### 2.2.2.3 Interchanges and Frontage Roads

Within the Central Utah County section, various frontage road and interchange options are evaluated in this EIS for the following reasons:

- This section of the I-15 corridor includes the highest population density and the highest interchange component volumes in the corridor. This section also includes Utah Valley State College (UVSC), which is a high traffic generator. The main entrance to UVSC is located on University Parkway at Sandhill Road.
- University Parkway has the highest existing traffic volumes of any east-west arterial in Utah County, which contributes to the high interchange component volumes. Specifically, the volumes at the University Parkway/Sandhill Road intersection adversely impact the operations of the University Parkway interchange.
- The I-15 Corridor Management Plan (August 2001) and the Orem Southwest Area Transportation Study (November 2003) recommend the evaluation of frontage roads and interchanges in this area
- The current MAG Regional Transportation Plan includes frontage roads in this area
- The cities of Provo and Orem have passed resolutions supporting frontage roads in this area.

To address these issues and recommendations, four options were developed which include combinations of frontage roads and interchange configurations for the middle four miles of the Central Utah County section. Two of these options (A and B) include frontage roads and two options (C and D) do not. Two of these options (A and C) include a new Orem 800 South interchange and two options (B and D) do not.

The option areas extend from the Provo Center Street Interchange to the Orem Center Street Interchange. Since the option areas are not coterminous with the Central Utah County section (Figure 2-4), this chapter presents traffic analyses for the option area and common area facilities separately. The common areas extend from the University Avenue Interchange to the Provo Center Street Interchange in the south and from the Orem Center Street Interchange to the Pleasant Grove Interchange in the north.

### 2.2.2.4 Option Area Facilities

Provo/Orem Option A – A two-lane, one-way frontage road system would be constructed in both directions between the Provo Center Street and the University Parkway Interchanges (refer to Figure 2-8 for typical section). In addition to these interchanges, access to and from the frontage roads would be provided at Provo 820 North, Provo 1740 North, and Provo 2000 North/Orem 2000 South. A new diamond interchange would be constructed at Orem 800 South. Conceptual engineering for this option is shown in Sheets 39A to 53A in Volume II.

The existing Provo Center Street Interchange would be reconstructed to a diamond or SPUI interchange designed to accommodate the frontage roads. The existing viaduct over the railroad tracks at Provo Center Street would be removed and replaced with a new structure.

Provo/Orem Option B – A one-way frontage road system would be constructed in both directions between the Provo Center Street Interchange and the University Parkway Interchange (refer to Figure 2-8 for typical section.). Access to and from the frontage roads would be provided at Provo 820 North, Provo 1740 North, and Provo 2000 North/Orem 2000 South. A flyover ramp would be constructed from southbound I-15 to eastbound University Parkway. A direct connection to UVSC would be provided from the northbound I-15 exit at University Parkway. A new interchange at Orem 800 South would not be constructed. Conceptual engineering for this option is shown in Sheets 39B to 53B in Volume II.

The existing Provo Center Street Interchange would be reconstructed to a diamond or SPUI interchange designed to accommodate the frontage roads. The existing viaduct over the railroad tracks at Provo Center Street would be removed and replaced with a new structure.

Provo/Orem Option C – No frontage roads are provided with this option. The Provo Center Street Interchange would be reconstructed as a SPUI. The existing viaduct over the railroad tracks at Provo Center Street will be removed and

replaced with a new structure. A new diamond interchange would be constructed at Orem 800 South. Conceptual engineering for this option is shown in Sheets 39C to 53C in Volume II.

Provo/Orem Option D (Preferred) – In response to environmental concerns and traffic needs, Option D, below, has been refined since publication of the DEIS. Refinements include re-aligning Provo 820 North south, and a slight shift in the I-15 mainline through the Orem 800 South Area. No frontage roads are provided with this option. The Provo Center Street Interchange would be reconstructed as a SPUI. The existing viaduct over the railroad tracks at Provo Center Street would be removed and replaced with a new structure. A flyover ramp would be constructed from southbound I-15 to eastbound University Parkway. A direct connection to UVSC would be provided from the northbound I-15 exit at University Parkway. A new interchange at Orem 800 South would not be constructed. Conceptual engineering for this option is shown in Sheets 39D to 53D in Volume II.

#### 2.2.2.5 Common Area Facilities

University Avenue – Ramp modifications would be made to the existing partial cloverleaf interchange, which has been recently reconstructed. The ramps would be modified to accommodate the widened I-15. Modifications to slope paving will be required to accommodate a wider I-15 at the SB University Avenue to SB I-15 structure, as well as the 1860 South structure over I-15.

Orem Center Street – The existing diamond interchange would be reconstructed and reconfigured to a SPUI. The existing roadway is five lanes east of I-15 and three lanes west of I-15. Center Street will be widened at the interchange to five lanes on both sides of I-15. 1200 West would be realigned to the east to create an intersection with Center Street that does not conflict with the interchange ramps, thus improving the safety and capacity of the intersection.

Orem 800 North – The existing diamond interchange would be reconstructed and reconfigured to a SPUI. Orem 800 North would be widened to three lanes in each direction through the interchange. The Orem 1200 West frontage road was recently realigned to the east to create an improved intersection with Orem 800 North.

Orem 1600 North – The existing diamond interchange would be reconstructed to a new diamond interchange. Orem 1600 North would be widened to two lanes in each direction through the interchange.

#### 2.2.2.6 Bridge Replacements / Construction

The following 13 structures, not associated with interchanges, would be added, replaced or reconstructed:

- Provo 500 West – A new I-15 bridge to accommodate a future 500 West undercrossing.
- Provo 920 South – The existing I-15 bridge over Provo 920 South would be widened to accommodate the additional lanes on I-15.
- Provo 600 South – The existing I-15 bridge over Provo 600 South would be widened to accommodate the additional lanes on I-15.
- Provo River – The existing I-15 bridge over the Provo River would be widened to accommodate the additional lanes on I-15.
- Provo 820 North – 820 North would be re-aligned slightly south. The new I-15 bridge over 820 North would be wide enough to accommodate the additional lanes on I-15.
- UPRR and UTA at the S-Curves – The existing I-15 bridges over the UPRR and UTA tracks would be widened to accommodate the additional lanes on I-15.
- Provo 1740 North – Provo/Orem Options A and B would provide a new undercrossing at Provo 1740 North.
- Provo 2000 North / Orem 2000 South – The existing I-15 bridge over Provo 2000 North / Orem 2000 South would be widened to accommodate the additional lanes on I-15.
- Orem 400 South – The existing I-15 bridge over the Orem 400 South would be widened to accommodate the additional lanes on I-15.
- Orem 400 North – The existing I-15 bridge over the Orem 400 North would be widened to accommodate the additional lanes on I-15.

- Orem 1200 North – A new I-15 bridge to accommodate a future 1200 North undercrossing.
- Geneva Road – The existing I-15 bridge over Geneva Road would be widened to accommodate the additional lanes on I-15.
- Lindon 200 South – The Lindon 200 South bridge would be reconstructed over I-15. The bridge would be lengthened to accommodate the additional lanes on I-15 and would be widened to accommodate the provisions for 200 South in the regional transportation plan.

### **2.2.3 North Utah County Section (Pleasant Grove Interchange to County Line)**

A summary of the proposed improvements to this section is shown in Figure 2-12.

#### **2.2.3.1 Mainline Improvements**

The existing lane configuration in this section is three general purpose lanes and one express lane in each direction between the Pleasant Grove Interchange and the County Line.

Proposed mainline improvements in this section include two additional general purpose lanes in each direction between the Pleasant Grove Interchange and the County Line, resulting in five general purpose lanes and one express lane in each direction.

#### **2.2.3.2 Auxiliary Lane Improvements**

- One auxiliary lane in each direction would be constructed between the Pleasant Grove Interchange and the American Fork 500 East Interchange.
- One auxiliary lane in each direction would be constructed between the American Fork Main Street Interchange and the Lehi Main Street Interchange.
- One auxiliary lane in each direction would be constructed between the Lehi 1200 West Interchange and Alpine Interchange ramps, and
- One auxiliary lane in each direction would be constructed between the Alpine Interchange and the new North Lehi Interchange ramps.

#### **2.2.3.3 Interchange Reconstruction / Replacement**

Six interchanges would be reconstructed in this section. Three interchange options are included at the American Fork Main Street Interchange. Option C at American Fork Main Street has been refined since the publication of the DEIS, to reduce environmental impacts. Refinements include alignment shifts, retaining walls, and the addition of a lane between I-15 and 300 East. One new interchange would be constructed south of the Utah County / Salt Lake County Line.

- Pleasant Grove Interchange – Ramp modifications would be made to the existing diamond interchange, which has been recently reconstructed. The ramps would be modified to tie in to the widened I-15. Pleasant Grove Boulevard would be widened to two lanes in each direction through the interchange.
- American Fork 500 East – The existing diamond interchange would be reconstructed to a new diamond interchange. American 500 East would be widened to two lanes in each direction through the interchange. The interchange ramps would be widened.
- American Fork Main Street Option A – The existing diamond interchange would be reconstructed to a diamond interchange. Main Street would cross over I-15 on the existing alignment, cross over the railroad at Mill Pond Road, and connect to the proposed Northern Utah County East-West Connections Project (Lehi 1000 South) at 300 East in Lehi. Conceptual engineering for this option is shown in Sheets 69A to 71A in Volume II.
- American Fork Main Street Option B – The existing diamond interchange would be reconstructed to a SPUI. Main Street would be realigned and cross over I-15 and the railroad, run south of the adjacent railroad along American Fork 200 South, and connect to the proposed Northern Utah County East-West Connections Project (Lehi 1000 South) at 300 East in Lehi. Conceptual engineering for this option is shown in Sheets 69B to 71B in Volume II.

- American Fork Main Street Option C (Preferred) – The existing diamond interchange would be reconstructed to a SPUI. Main Street would be realigned and cross over I-15, run north of the adjacent railroad, cross over the railroad at Mill Pond Road, and connect to the proposed Northern Utah County East-West Connections Project (Lehi 1000 South) at 300 East in Lehi. Conceptual engineering for this option is shown in Sheets 69C to 71C in Volume II.
- Lehi Main Street – The existing diamond interchange would be reconfigured to a SPUI.
- Lehi 1200 West – The existing diamond interchange with the southbound hook ramp would be reconstructed and reconfigured to a SPUI.
- Alpine (SR-92) – The existing diamond interchange would be reconstructed and reconfigured to a SPUI. SR-92 would be widened to two lanes westbound and three lanes eastbound through the interchange. The West Frontage Road would be realigned to create a safe and efficient intersection with SR-92.
- North Lehi Interchange – A new SPUI would be constructed approximately 0.80 miles south of the Utah County / Salt Lake County Line (Exit 285). Because I-15 access at this location has not previously been provided, travel patterns from adjacent land uses are expected to change to take advantage of this new interstate access. The proposed new interchange would be in a rapidly growing area that does not yet have a fully developed roadway network – particularly on the east side of the freeway where the majority of the people using the interchange would have their origin or destination.

#### 2.2.3.4 Bridge Reconstruction / Replacement

Twelve structures, in addition to those structures associated with interchanges, would be reconstructed or replaced in this section.

- Proctor Road – The Proctor Road bridge would be reconstructed over I-15. The bridge would be lengthened to accommodate the additional lanes on I-15 and would be widened to accommodate the provisions for Proctor Road in the regional transportation plan.
- American Fork 1100 South (Sam White Lane) – The 1100 South bridge would be reconstructed over I-15. The bridge would be lengthened to accommodate the additional lanes on I-15 and would be widened to accommodate the provisions for 1100 South in the regional transportation plan.
- American Fork 100 East – The existing I-15 bridge over 100 East would be reconstructed and widened to accommodate the additional I-15 lanes.
- American Fork River – The existing I-15 bridge over the American Fork River would be reconstructed and widened to accommodate the additional lanes on I-15.
- American Fork 200 South – The existing I-15 bridge over American Fork 200 South would be reconstructed and widened to accommodate the additional lanes on I-15.
- Lehi State Street – The I-15 bridge over Lehi State Street would be widened to accommodate the additional lanes on I-15.
- Lehi 500 East/600 East – The Lehi 500 East / 600 East bridge would be reconstructed over I-15 and widened to accommodate the width of Lehi 500 East / 600 East as specified in the MAG Regional Transportation Plan.
- Lehi 100 East – The existing I-15 bridge over Lehi 100 East would be reconstructed and widened to accommodate the additional lanes on I-15.
- Dry Creek – The existing I-15 bridge over Dry Creek would be reconstructed and widened to accommodate the additional lanes on I-15. It would also be lengthened to accommodate a proposed future pedestrian underpass.
- Lehi 300 West – The existing I-15 bridge over Lehi 300 West would be reconstructed and widened to accommodate the additional lanes on I-15.
- Railroad Street – The existing I-15 bridge over the Union Pacific Railroad line at Railroad Street would be reconstructed and widened to accommodate the additional lanes on I-15.

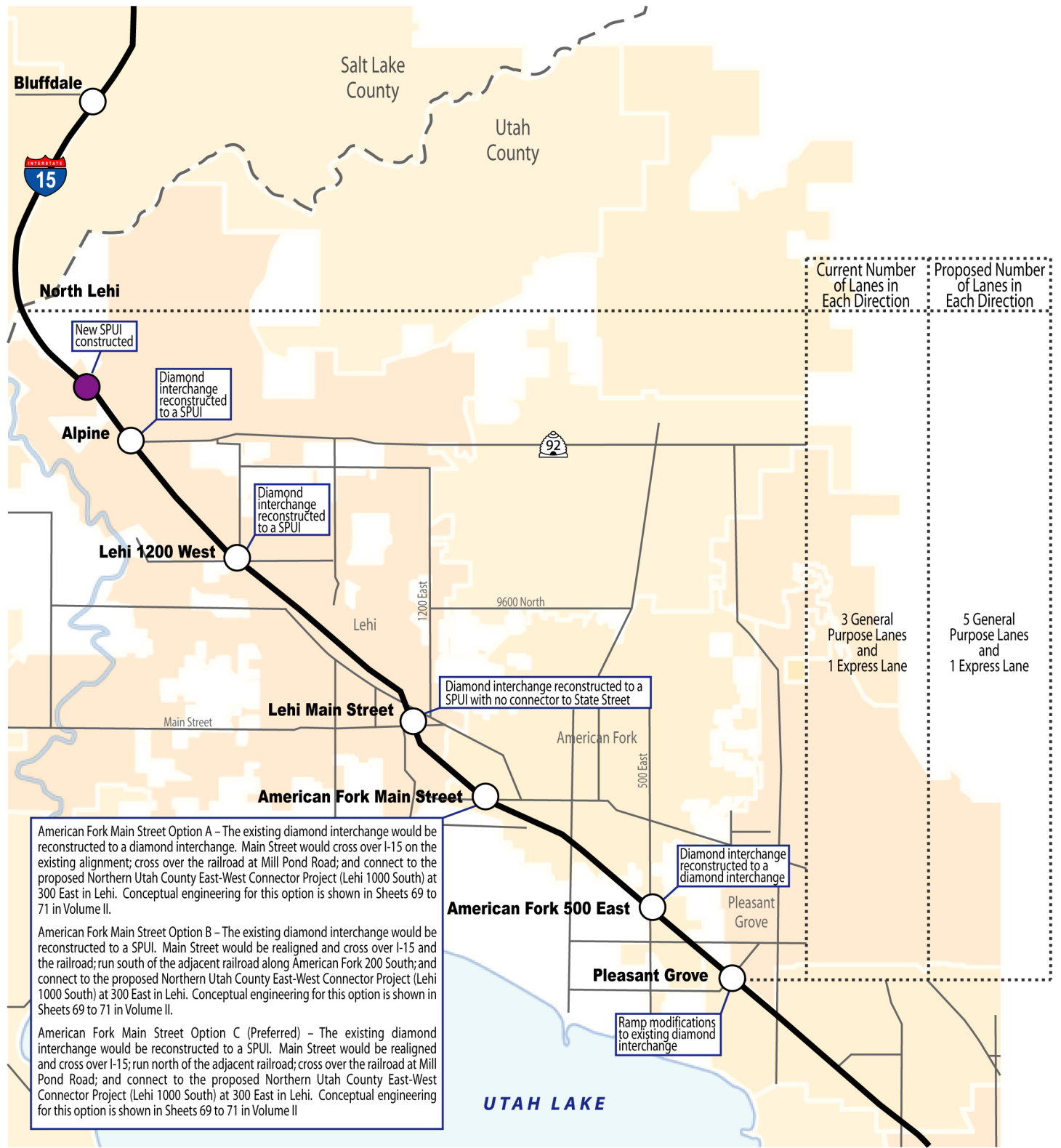


Figure 2-12  
Proposed Improvements: North Utah County Section

LEGEND:

- Proposed Interchange
- Existing Interchange



## **2.2.4 South Salt Lake County Section (County Line to 12300 South)**

A summary of the proposed improvements to this section is shown in Figure 2-13.

### **2.2.4.1 Mainline Improvements**

The existing lane configuration in this section is as follows:

- Three general purpose lanes and one express lane in each direction between the County Line and the Bangerter Highway Interchange
- Four general purpose lanes and one express lane in each direction between the Bangerter Highway Interchange and 12300 South Interchange
- One auxiliary lane between the Bluffdale Interchange and the Bangerter Highway Interchange in each direction
- One southbound climbing lane between the Bluffdale Interchange and the County Line

Proposed mainline improvements in this section are as follows:

- Two general purpose lanes in each direction would be added between the County Line and the Bangerter Highway Interchange, resulting in five general purpose lanes and one express lane in each direction. The southbound climbing lane would remain between the Bluffdale Interchange and the County Line. North of the Bluffdale interchange, the mainline curvature would be modified to meet current standards. One auxiliary lane would be added between Bangerter Highway and 12300 South.

### **2.2.4.2 Auxiliary Lane Improvements**

An auxiliary lane in each direction would be constructed between the Bangerter Highway Interchange and the 12300 South Interchange.

### **2.2.4.3 Interchanges**

Three interchanges would be reconstructed. The existing diamond interchange at Bluffdale would be reconstructed and reconfigured to a SPUI. Minuteman Drive would be realigned to the east to create a safe intersection with Highland Drive. Highland Drive would be widened to two lanes in each direction through the intersection. Ramp modifications would be made to the existing Bangerter Highway SPUI and to the existing 12300 South SPUI.

## **2.3 Interchange Options Eliminated**

As part of the alternatives development process, numerous interchange alternatives were developed for the interchanges on I-15. Interchange workshops were held with UDOT staff and the consultant team to review the various alternatives developed. Appendix B of this EIS contains a comparison of the interchange locations, types of interchanges considered, and reasons for their elimination from further consideration. Graphics illustrating the preferred interchange, as well as those eliminated, are contained in Appendix B.

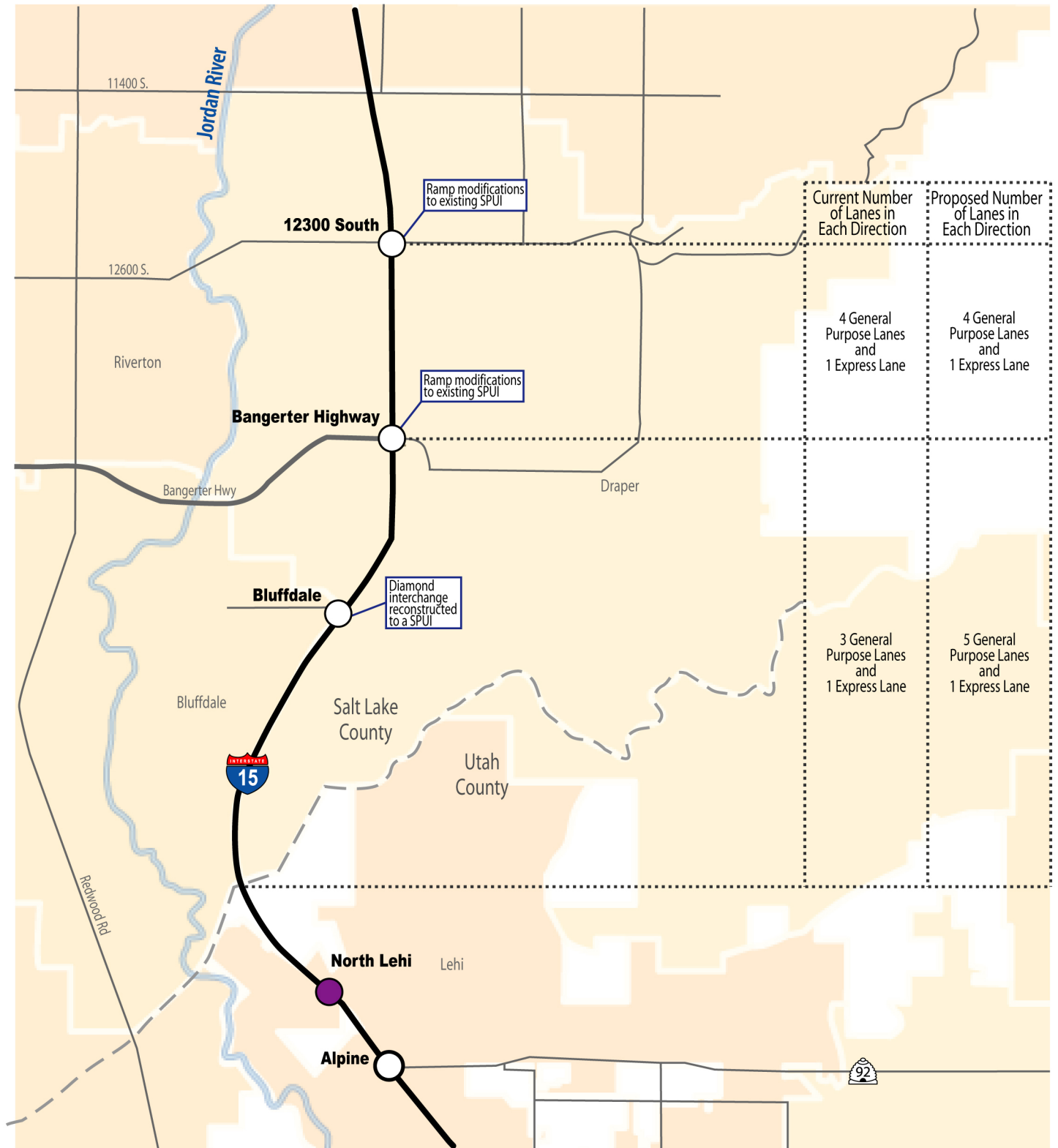


Figure 2-13

## Proposed Improvements: South Salt Lake County Section

LEGEND:

● Proposed Interchange

○ Existing Interchange



## 2.4 Alternative 4 – Traffic Operations

The performance of Alternative 4 was evaluated from several perspectives: performance of I-15 mainline traffic operations, performance of the I-15 interchange components, and performance of the transportation systems network. Mainline traffic performance was estimated by using the volume-to-level of service look up table (as described in Chapter 1) from the Highway Capacity Manual (HCM). Intersection traffic performance was modeled using Synchro traffic analysis software. The frontage road area surface street delay was extracted from the WFRC/MAG travel demand model.

### 2.4.1 Comparison of South Utah County Section Traffic Operations

Figure 2-14 shows the existing and future mainline level-of-service in the South Utah County Section. In 2030 under Alternative 1, six out of seven mainline segments would operate at LOS E or F in either the northbound or southbound direction. Under Alternative 4, four mainline segments would operate at LOS E, while the other three would operate at LOS D or better. All southbound segments would operate at LOS D or E, and all northbound segments would operate at LOS C or D.

Figure 2-15 shows the existing and future levels-of-service for interchange components in South Utah County. In 2030 under Alternative 1, nine of fourteen interchange components would operate at LOS F. Under Alternative 4, twelve of fourteen interchange components would operate at LOS D or better.

### 2.4.2 Comparison of Central Utah County Section Traffic Operations

As discussed in Section 2.2.2.4, the following four options were analyzed for the Provo/Orem area within the Central Utah County Section:

- Option A – Frontage Road System with 800 South Interchange;
- Option B – Frontage Road System with Flyover at University Parkway;
- Option C – 800 South Interchange with no Frontage Road System; and
- Option D (Preferred) – Flyover at University Parkway with no Frontage Road System.

Analysis of traffic operations in the Central Utah County Section begins with the option area, and is followed by the common area.

#### 2.4.2.1 Option Area Traffic Operations

Figures 2-16 and 2-17 present the existing and future mainline and interchange component LOS for the option area. Table 2-3 compares LOS of Alternative 1 to each Central Utah County option in Alternative 4. Figure 2-17 also includes the performance of the Orem 800 South Interchange in Options A and C.

Table 2-3: LOS Comparison in Central Utah County Option Area

	Total # of Segments/ Components	Number of Segments or Components at LOS E or F				
		Alternative 1	Alternative 4 Option A	Alternative 4 Option B	Alternative 4 Option C	Alternative 4 Option D (Preferred)
Mainline	2	2	0	0	0	0
Interchange Component	9	6	1	1	1	2